

**MODELS:** General (Consolidated-Vultee) (Navy) PB2Y-3, -3R, -5, -5R, -5Z  
(Approved 2/19/47)

**SPEC. NUMBER:** L-5-2

(Eligible for Certification in Limited Category only.)

(Holder of Limited Type Certificate, Robert H. Lewis, San Francisco, CA)

Engines	4 Pratt & Whitney R-1830-88, -92, -94 or -82 with decoupled nose
Fuel	100 minimum octane (-94 engines) 90 minimum octane (-92 and -82 engines) AH Grade 125 (-88 engines)
Engine limits	R-1830-94: Maximum, except take-off (low blower) (Sea level) 43.5 in. Hg., 2600 rpm (1100 hp) (7400 ft.) 42.7 in. Hg., 2600 rpm (1100 hp) Maximum, except take-off (high blower) (10,000 ft.) 42.2 in. Hg., 2600 rpm (1000 hp) (14,250 ft.) 41.5 in. Hg., 2600 rpm (1000 hp) Take-off (five minutes) 52.0 in. Hg., 2800 rpm (1350 hp) R-1830-92 and -82: Maximum, except take-off (low blower only) (Sea level) 41.5 in. Hg., 2550 rpm (1050 hp) (7500 ft.) 39.5 in. Hg., 2550 rpm (1050 hp) Take-off (five minutes) 48.0 in. Hg., 2700 rpm (1200 hp) or 47.0 in. Hg., 2750 rpm (1200 hp) R-1830-88: Maximum, except take-off (neutral auxiliary) (Sea level) 44.0 in. Hg., 2550 rpm (1100 hp) (2500 ft.) 43.6 in. Hg., 2550 rpm (1100 hp) Maximum, except take-off (low blower) (4500 ft.) 45.0 in. Hg., 2550 rpm (1035 hp) (12,000 ft.) 45.0 in. Hg., 2550 rpm (1050 hp) Maximum, except take-off (high blower) (13,750 ft.) 44.0 in. Hg., 2550 rpm (985 hp) (19,500 ft.) 44.0 in. Hg., 2550 rpm (1000 hp) Take-off (five minutes) 47 in. Hg., 2700 rpm (1200 hp) Propellers Inboard: Curtiss C5423-A38 hubs; 714 blades. Diameter 12'2". Outboard: Curtiss C5325D-A2 or -A14 hubs; 89324-6 blades. Diameter 12'6". Glide or dive - 247 mph Airspeed limits (See NOTE 2) Maximum weight C.G. range Datum 66,000 lbs. In flight 24 percent MAC to 30 percent MAC Landing 26.5 percent MAC to 30 percent MAC 267.5 inches forward of center line of main gear axle

MAC	194.3 inches LE MAC 280.56 inches
Other Operating Limitations	Navy Technical Order 28-44 dated 3/3/44
Certification basis	Limited Type Certificate No. 5 (CAR 9 effective 11/21/46)
Production basis	None may be produced under this approval
Export eligibility	Not eligible for a Certificate of Airworthiness for Export

**EQUIPMENT:**

No equipment other than engines and propellers are specified. However, such equipment as required by Civil Air Regulations Part 43.30 for the particular operation authorized for NC aircraft must be installed. Also, any additional equipment necessary for the proper operation of the aircraft. In addition, the aircraft may incorporate such military equipment (except armament) as was originally incorporated in the type for military or naval service. Additional equipment may be installed as can be substantiated on the basis that it presents no obvious hazard to safety.

**NOTE 1.** Weight and Balance Report including list of equipment included in the certificated empty weight must be submitted for each aircraft. Army or Navy weight records in current condition may be submitted in lieu of an actual weight. The equipment list need include no more than the following:

- (a) Required equipment as defined under "EQUIPMENT" above.
- (b) Additional items as may be reasonably considered removable and are so located or of such weight that their removal or addition could noticeably affect the weight and balance of the aircraft. Items built into the aircraft structure need not be listed. The equipment list must be prepared by the applicant for the approval of the certificating C.A.A. representative, and in such form that it can be attached to the C.A.A. Operation Limitations.

**NOTE 2.** The following placards must be prominently displayed in the positions indicated:

- (a) In full view of all passengers: "This is a military type aircraft and under the Civil Air Regulations shall not be used for the carriage of passengers or cargo for compensation or hire." The placard and lettering shall be of a type which can be read easily from any seat in the cabin.
- (b) In the cockpit in full view of the pilot:
  - "Maximum take-off weight from rough water - 54,000 lbs."
  - "Do not lower flaps above 125 mph."
  - "Do not exceed 161 mph in rough air."
  - "Avoid operation of inboard propellers between 2350 - 2525 rpm."
  - "Avoid operation of outboard propellers between 2275 - 2525 rpm."

**NOTE 3.** The following statement must appear on the Operation Limitations, "This airplane must be operated at all times within the limitations set forth in Navy Technical Order 28-44 except for limitations specifically called out in Aircraft Specification AL-5 in which the values given in the specification must be observed. A copy of the pertinent Navy Technical Orders and Aircraft Specification AL-5 must be carried during flight." In all cases it will be the responsibility of the applicant to secure a copy of the correct Technical Orders. The CAA does not have these documents available for distribution.

**NOTE 4.** If any repairs or modifications are made prior to or subsequent to NL certification, it is the responsibility of the owner to furnish sufficient evidence to a Civil Aeronautics Administration representative to show that the modified airplane maintains the same degree of airworthiness as the original. The C.A.A. can give no technical assistance on such matters since complete structural data for NL aircraft are not required by Part 9 and therefore are not available in the C.A.A.

**NOTE 5.** Prior to obtaining certification for night operation, the following modifications to the exterior lighting must be made in order to comply with the general requirements of the Civil Air Regulations.

- (1) Position Lights
  - (a) Wing Tip - The AN-3033-9 or AN-3033-1 through -4 or the AN-3032-1 through -4 light assemblies are satisfactory without modification.
  - (b) Tail - If Type D-1 (AN-3091-1 through -3) or the Type D-2 (AN-3092-1 through -3) light assembly is installed on the tail cone it must be replaced with a type certificated unit.
- (2) Position Light Installation. Position lights shall be installed to comply with the requirements of the CAR, Parts 15.2 and 3.539.
- (3) Position Light Circuit and Control. Position lights (wing tips and tail) shall be controlled by one SPST switch. Circuit should be protected by its own fuse or circuit breaker. Individual wing tip and tail light switches with dim and bright positions shall be removed and the dimming resistors shall be disconnected.
- (4) Other Exterior Lights. With the exception of landing and anchor lights, any other exterior lights are not required and may be removed, if so desired.

The list of mandatory changes required prior to original certification may be obtained from CAA Aircraft Division, Washington 25, D.C. Attn: W-233.